

Date: March 26, 2008
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 3854

This resolution approves the FY 2008-09 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for inclusion in the 2009 Transportation Improvement Program (TIP).

Further discussion of the regional TCP is contained in the Programming and Allocations Committee summary sheet dated March 5, 2008.

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RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3854

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2005 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3841; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2008-09 Transit Capital Priorities for projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in Oakland,
California on March 26, 2008.

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Attachment A
Resolution No. 3854
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See Excel document for
Attachment A:

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MTC Resolutions /
RES-3854.xls

Metropolitan Transportation Commission Programming and Allocations Committee

March 5, 2008

Item Number 3a

Resolution Nos. 3854 and 3855

Subject: Programs FTA Sections 5307 and 5309 Fixed Guideway funds and AB 664 Bridge Toll funds for FY 2008-09.

Background: MTC is the designated recipient of the region's Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Fixed Guideway Modernization (Section 5309 FG) funds, which MTC programs to eligible transit operators to support transit capital replacement and rehabilitation projects, and operating costs. Programming of these funds is governed by the region's Transit Capital Priorities (TCP) Process and Criteria, MTC Resolution 3841. MTC Resolution 3854 establishes the region's program for these funds for FY 2008-09, which total approximately \$338 million.

AB 664 Net Bridge Toll Revenues are programmed and allocated to transit operators to serve as matching funds for the FTA formula funds. MTC Resolution 3855 programs approximately \$14 million in FY 2008-09 AB 664 funds.

Issues:

1). Programming Constraints / Policy Considerations

- a). Due to the constraints on programming imposed by the region's urbanized area boundaries, there were insufficient funds in the Concord urbanized area to cover two high-scoring vehicle procurements by CCCTA and LAVTA. This shortfall was addressed when BART agreed to defer \$4.4 million in project costs from FY 2007-08, and then to defer \$4.4 million from FY 2008-09 to FY 2009-10, which freed sufficient funds in the Concord, urbanized area to fully fund the two bus procurements.
- b). The eligibility restrictions of the region's 12 urbanized areas (UAs), as well as multi-county agreements that are incorporated in the TCP policy, such as the agreement to fund 2/3 of Caltrain's project costs from the San Francisco-Oakland UA and 1/3 from the San Jose UA, create constraints on programming funds to the highest priority projects. In some cases, low-scoring projects are funded while other high-scoring projects remain underfunded. The \$4.4 million shortfall in the Concord UA described above occurred even though the total FTA funding in the region was more than sufficient to cover all top-scoring projects. As the Partnership develops the TCP policy for programming the FY 2009-10 FTA funds, they may want to explore mechanisms to provide more flexibility in programming, so the region's funds can be directed to the highest priority projects.

- 2). Follow-up needed before amending projects into the TIP
 - a). Two new recipients, Petaluma Transit and the Water Emergency Transportation Authority (WETA) are included in the FY 2008-09 program. The programming for Petaluma Transit (\$778,000) is contingent on the agency's successful completion of the process of becoming an FTA grantee. Funds are programmed to WETA (\$1.6 million) for an Alameda-Oakland Ferry project contingent on the adoption of a transition plan for WETA's assumption of responsibility for maintaining AOF's capital assets, as directed by SB 976. The addition of the WETA programming to the regional Transportation Improvement Program (TIP) will be deferred until the transition plan is adopted.
 - b). BART requested \$30 million for its upcoming car replacement project, which is expected to exceed \$2 billion in cost. However, the project does not yet have a full funding plan. The \$30 million, including \$4.4 million that was deferred to FY 2009-10, is recommended for programming contingent on the development of a financing plan for the car replacement project prior to the programming of the FY 2009-10 FTA funds. The addition of the car replacement programming to the TIP will be deferred until the funding plan is adopted.
- 3). Project Caps: The TCP policy includes provisions for programming caps for vehicle procurements and fixed guideway rehabilitation projects, to prevent any single project or operator from monopolizing the region's FTA funds. The TCP policy for FY 2008-09 also included a provision to consider temporary increases in project caps on a case-by-case basis after the need for funding for high-scoring projects could be assessed in light of the region's estimated revenues. Several operators requested funding above their project caps due to extraordinarily high project costs. After programming funds for all score 16 (highest score) projects at the capped amounts, \$2.4 million in estimated revenues remained in the San Francisco-Oakland urbanized area. The Partnership's Transit Finance Working Group recommended that these funds be used to lift Golden Gate Transit's project cap for ferry dredging to help the agency cover sharply higher dredging costs.

Recommendation: Refer MTC Resolution Nos. 3854 and 3855 to the Commission for approval.

Attachments: MTC Resolution Nos. 3854 and 3855